

**INFORMATION REPORT INFORMATION REPORT**

CENTRAL INTELLIGENCE AGENCY

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**C-O-N-F-I-D-E-N-T-I-A-L**COUNTRY **Hungary**

REPORT

SUBJECT **Road Data/Bridges**DATE DISTR. **13 March 1955** 25X1NO. PAGES **1**DATE OF  
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PLACE &  
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THIS IS UNEVALUATED INFORMATION

1. An all weather concrete road (#924-A) ran from Mor northwest to Gyor and the same type of all weather concrete road (#924-A) ran from Gyor south southwest to Szekesfehervar. This road had a good solid base of crushed rock and gravel and was constructed for heavy usage. It was constantly inspected and maintained. 25X1
2. Another all weather road (#924-B) ran from Mor northward to Pusztavam. Until 1955 this road had been an all weather gravel surfaced road but then it was resurfaced and widened and made into an all weather road, but macadam surfaced. It was constructed for heavy usage.
3. Both of the above roads were over eight meters wide and they traversed over rocky and hilly terrain.
4. A number of loose surfaced, dry weather, dirt roads (#935) ran in the vicinity of Csokako, Antal h, Szokeh and Markus h. These were villages and settlements which were located in the vicinity of Mor and Pusztavam. The dry weather roads were approximately four to five meters wide and had a natural rock, clay and sand foundation. Whenever the roads became rutted or potholed, the farmers and villagers shoveled dirt and gravel into the holes. During the dry season the roads could absorb heavy usage. However during the spring thaw or rains it was easier to get off the roads and drive alongside the roads on the fields.
5. A concrete steel bridge was located in the center of Mor. The bridge was in good condition and was over three lanes wide. Two more bridges were located between Mor and Pusztavam. However these were concrete bridges and were also in good condition. The two bridges were three lanes wide.

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